

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: B-4533

Name: FULTON AVE. OVER AMTRAK (BC9999)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

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Maryland Inventory of Historic Properties
 Historic Bridge Inventory
 Maryland State Highway Administration
 Maryland Historical Trust

MHT No. B-4533

Name and SHA No. Fulton Avenue Bridge (BC9999)

Location:

Street/Road Name and Number: Fulton Avenue over Amtrak

City/Town: Baltimore _____ vicinity

County: Baltimore

Ownership: ☐ State ☐ County ☒ Municipal ☐ Other

This bridge projects over: ☐ Road ☒ Railway ☐ Water ☐ Land

Is the bridge located within a designated district: ☐ yes ☒ no

☐ NR listed district ☐ NR determined eligible district

☐ locally designated ☐ other

Name of District _____

Bridge Type:

☐ Timber Bridge

☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete

☒ Stone Arch

☐ Metal Truss Bridge

☐ Movable Bridge

☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf

☐ Vertical Lift ☐ Retractable ☐ Pontoon

☐ Metal Girder

☐ Rolled Girder ☐ Rolled Girder Concrete Encased

☐ Plate Girder ☐ Plate Girder Concrete Encased

☐ Metal Suspension

☐ Metal Arch

☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam ☐ Rigid Frame

☐ Other Type Name _____

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Description:

Describe Setting:

Bridge BC9999 carries Fulton Avenue over the Amtrak railroad lines in the City of Baltimore. Fulton Street runs north-south at this location, and the railroad tracks run east-west. The area is primarily residential in nature, with various commercial establishments interspersed. The majority of the structures bordering the bridge are row houses.

Describe Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

Bridge BC9999 is a single-span stone arch structure measuring 27 feet in length. Its arch is lined with a formed concrete voussoir, displaying an incised pattern simulating the stonework that may have been present at one time. Abutments flare at perpendicular angles to the roadway, and are topped with a series of stepped capstones. Parapets have been capped with chain-link fencing. A metal catwalk is present on the east side at the top of the arch.

Discuss major alterations:

Alterations to the arch voussoirs and barrels have been made at some point in the past. However, most of the original stonework is still visible.

History:

When Built: 1873

Why Built: as part of the B&P Tunnel Route

Who Built: B&P Railroad

Who Designed: B&P Railroad

Why Altered: stabilization of structure

Was this bridge built as part of an organized bridge building campaign: yes

Bridges BC8010 and BC9999 were constructed during the early 1870s as part of the building campaign associated with the B&P Tunnel project. As related structures, these bridges together are potentially eligible under Criterion A for their role in connecting the B&P line with the Northern Central Railroad, and thus providing the first continuous railroad service between Washington, Baltimore, Philadelphia and New York.

Surveyor Analysis:

This bridge may have NR significance for association with:

☒ A Events ☐ B Person

☒ C Engineering/Architectural Character

Was the bridge constructed in response to significant events in Maryland or local history?

Bridge BC9999, along with Bridge BC8010 located one block away, was constructed as part of the Baltimore and Potomac Railroad's tunnel route linking the B&P line with the Northern Central Railroad already in place in Baltimore's city center. Another tunnel, the so-called "Union Tunnel," was built simultaneously and continued the line to the other side of the city and on to Canton. When these two projects were completed, continuous railroad service became available between Washington, Baltimore, Philadelphia, and New York.

The "B&P Tunnel" began with two stone arch bridges (or short tunnels) on its western side at Fulton Avenue and Vincent Street and continued underground along the lines of Winchester and Wilson streets. It emerged on its eastern end at the Jones Falls Valley at North Avenue.

Work on the B&P Tunnel started in 1871 and was completed in 1873. The tunnel was 7,499 feet in total length, although there were two short openings, each about a block long, in between the two ends. Another short opening was at Pennsylvania Avenue, where a small suburban railroad station was constructed.

The Baltimore and Potomac Line was jointly controlled by two larger railroad companies, the Pennsylvania Railroad and the Northern Central Railroad. The B&P Tunnel project cost \$3 million to build in 1873. It was financed by "tunnel bonds" underwritten by both the Pennsylvania and Northern Central Railroads on a 50-50 basis.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Unknown.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?

Bridge BC9999 may be situated in an area eligible for historic designation. If so, the bridge would add to both the historic and visual character of the possible district.

Is the bridge a significant example of its type?

Bridge BC9999 is a well preserved example of the stone arch bridge.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Bridge BC9999 possesses integrity of location, design, setting, materials, workmanship, feeling and association. Despite the alterations discussed above, this bridge still retains integrity of most of its original components, including the stone arch barrel and abutments.

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Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

As components of the B&P Tunnel, Bridges BC8010 and BC9999 are together potentially eligible under Criterion C as significant examples of the B&P Railroad's grade separation and tunnel engineering campaign in Baltimore during the 1870s.

Should this bridge be given further study before significance analysis is made and why?

No further evaluation is necessary to determine National Register significance. However, additional research concerning the railroad's effect on the development of the neighborhood may be useful in providing a more complete picture of the bridge's background.

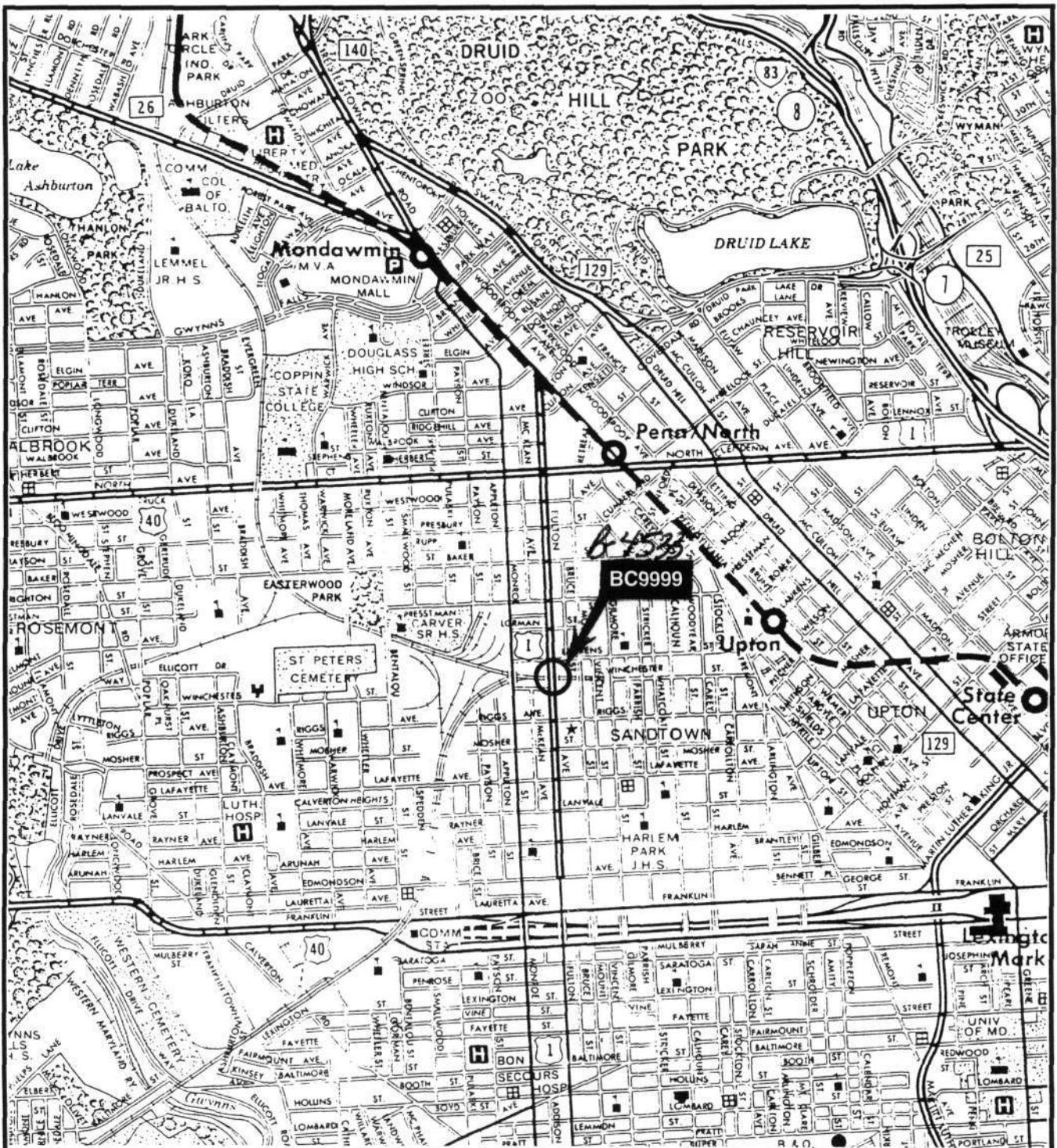
Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a photocopy USGS map illustrating the location of the bridge.

Surveyor:

Name: Alice Crampton/Julie Abell
Organization: Parsons Engineering Science, Inc.
Address: 10521 Rosehaven Street
Fairfax, Virginia 22030-2899

Date: 12/2/94
Telephone: (703) 591-7575

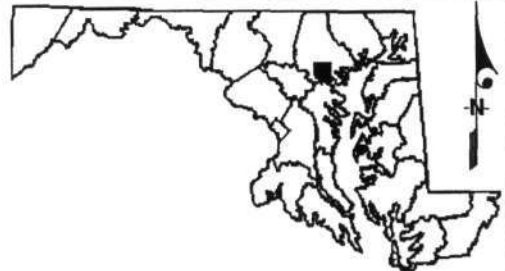


Baltimore City - Bridge Number BC9999

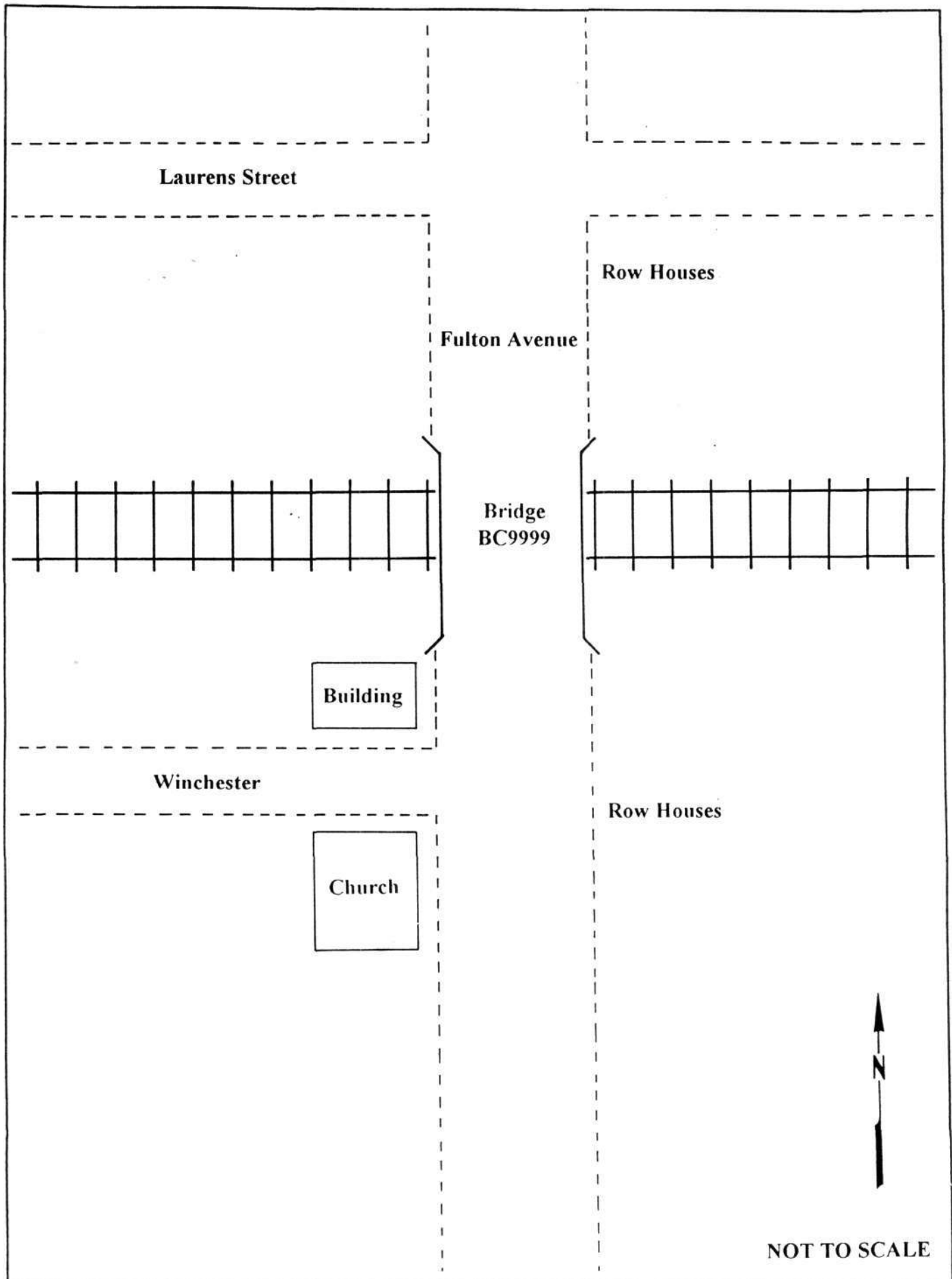
Fulton Avenue over AMTRAK

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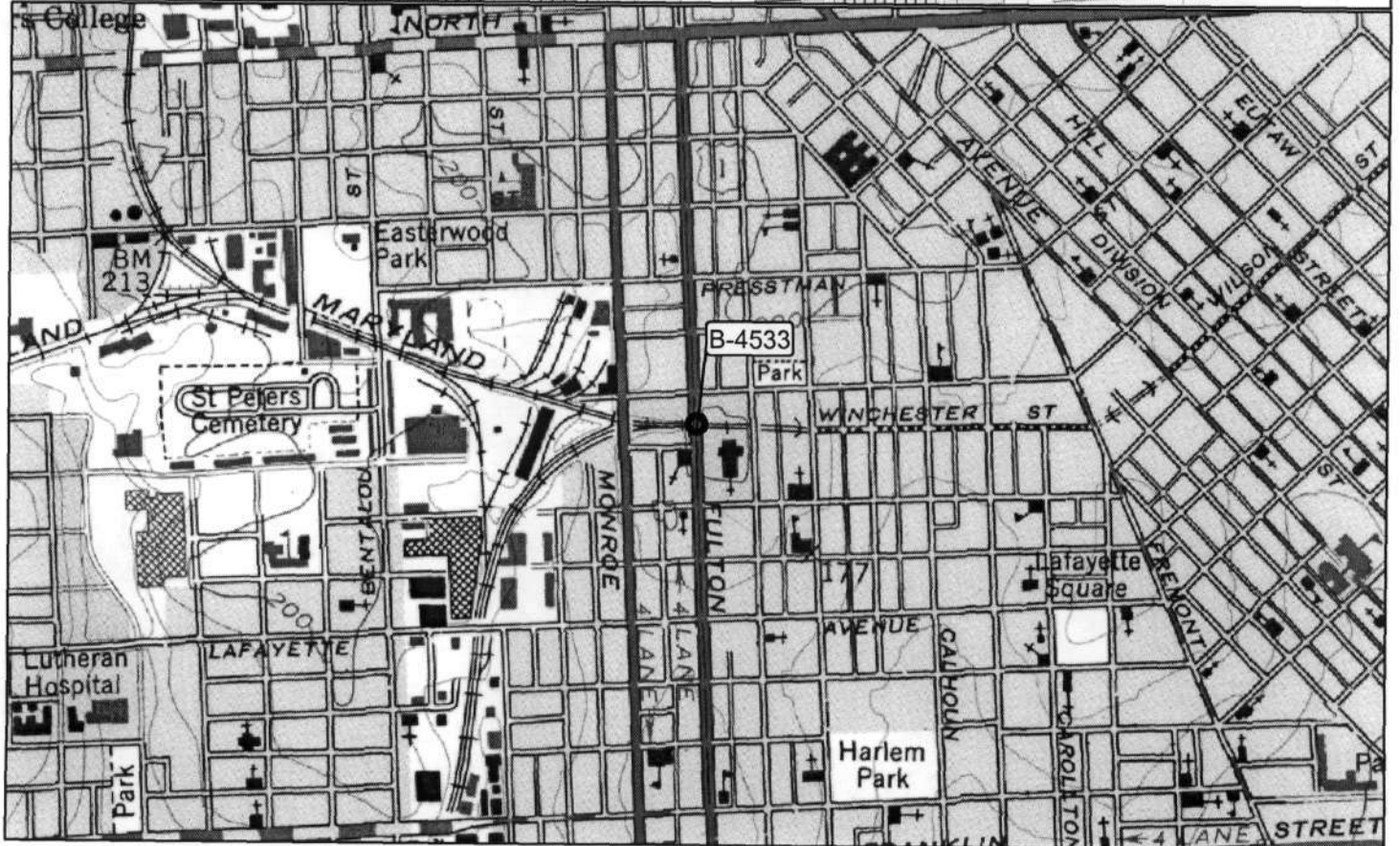
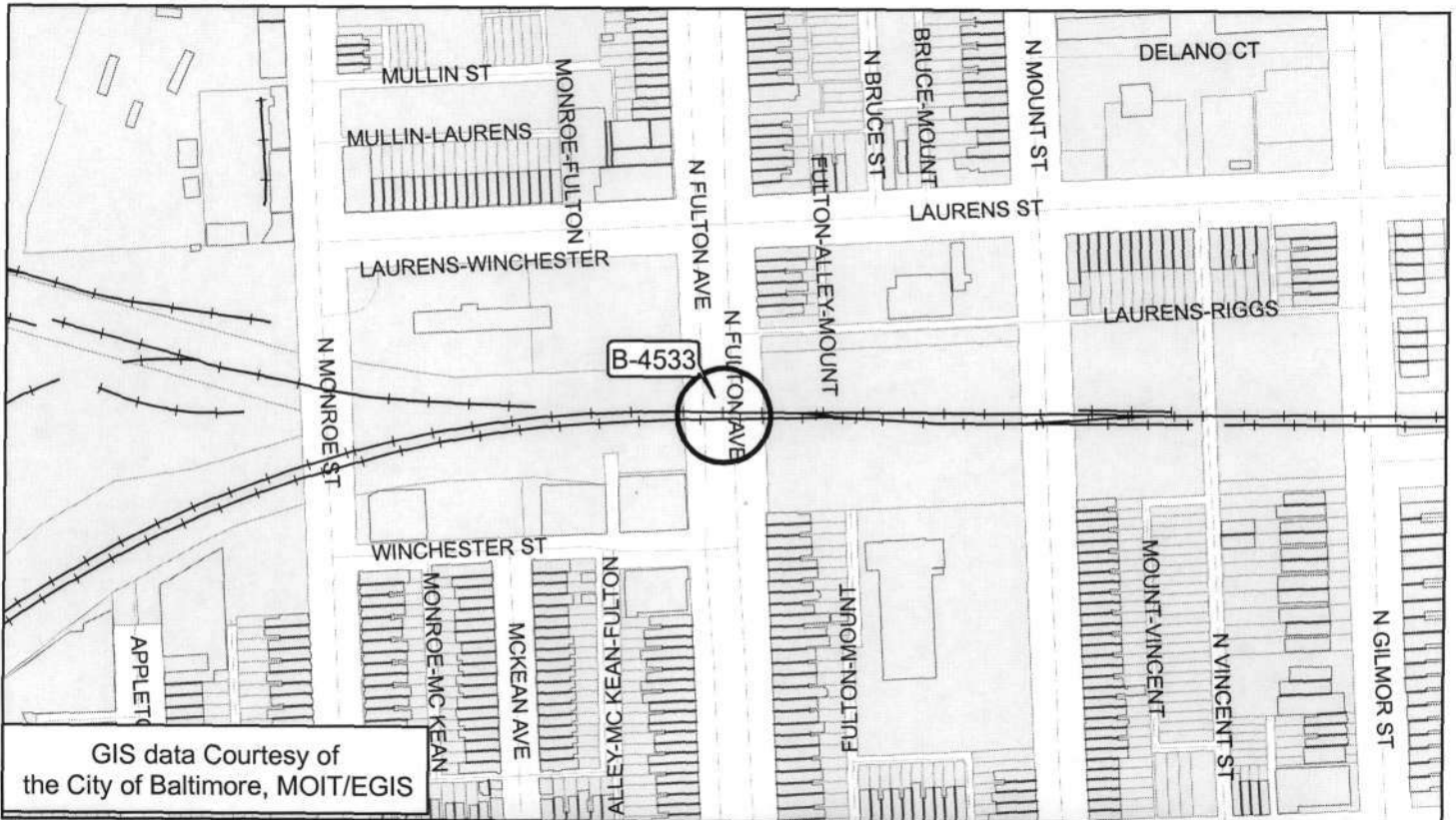
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Fulton Avenue Bridge (BC9999)
Fulton Avenue over Amtrak
Baltimore City
Baltimore West Quad.





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Fulton Avenue Bridge (BC 9999)

Baltimore County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

West elevation

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Fulton Avenue Bridge (BC9999)

Baltimore County, Maryland

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East elevation

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Fulton Avenue Bridge (BC9999)

Baltimore County, Maryland

Julie Abell

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Approach looking north

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Fulton Avenue Bridge (BC9999)

Baltimore County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Approach looking south

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